

Coast Guard, DHS

§ 131.910

(b) Each container for lifejackets and immersion suits must be marked in letters and numbers at least 50 millimeters (2 inches) high with the number, identity, or IMO symbol specified by IMO Resolution A.760(18), and size of the items stowed inside.

(c) Each ring buoy on a vessel in ocean service must be marked in block capital letters with the name of the port whose marking on the stern of the vessel is required by § 67.123 of this chapter.

(d) Each stowage site for a ring buoy must be marked “LIFE BUOY” or marked with the IMO symbol.

(e) Each lifejacket must be marked with Type I retro-reflective material approved under subpart 164.018 of this chapter. The arrangement of the retro-reflective material must comply with IMO Resolution A.658(16).

(f) Each ring life buoy must be marked with Type I or II retro-reflective material approved under subpart 164.018 of this chapter. The arrangement of the retro-reflective material must comply with IMO Resolution A.658(16).

§ 131.880 Fire hoses and axes.

Each fire hose and axe must be marked with the vessel's name.

§ 131.890 EPIRBs and SARTs.

The name of the vessel must be plainly marked or painted on each Emergency Position Indicating Radio Beacon (EPIRB) and on each Search and Rescue Transmitter (SART), except on an EPIRB or SART—

(a) In an inflatable liferaft; or

(b) Permanently installed in a survival craft.

[CGD 82-004 and CGD 86-074, 62 FR 49340, Sept. 19, 1997, as amended by USCG-2010-0759, 75 FR 60003, Sept. 29, 2010]

§ 131.893 Watertight doors and watertight hatches.

Each watertight door in a bulkhead that must be watertight in compliance with the requirements in part 174 of this chapter, and each watertight hatch, must be marked on both sides in letters at least 50 millimeters (2 inches) high that state the following: “WATERTIGHT DOOR—KEEP CLOSED EXCEPT FOR PASSAGE” or

“WATERTIGHT HATCH—KEEP CLOSED WHEN NOT IN USE”.

§ 131.896 Remote stopping-systems.

The remote stopping-systems required by § 129.540 of this subchapter must be clearly marked to show what system each controls.

§ 131.899 Fire dampers.

Each fire damper installed within the boundary of a space protected by a fixed fire extinguishing system must be fitted with an indicator showing whether the damper is open or closed and must be marked with red letters at least 13 millimeters (½-inch) high stating “FIRE DAMPER” and, as otherwise appropriate, identifying the space served by the fire damper.

Subpart I—Miscellaneous

§ 131.905 Statutory penalties.

(a) The marine-safety statutes and other statutes impose criminal and civil penalties for violating the applicable provisions of this subchapter. Possible sanctions include:

(1) Assessment and collection of civil monetary penalty.

(2) Criminal prosecution, where no loss of life results.

(3) Criminal prosecution for manslaughter, where loss of life results from violating marine-safety statutes or regulations or from misconduct, negligence, or inattention to duty.

(4) Libel against vessel.

(b) 46 U.S.C. Chapter 77 allows, in addition to the foregoing, the suspension or revocation of credentials licenses, certificates, or documents issued by the Coast Guard, for incompetence, misconduct, or negligence or for violating marine-safety statutes or regulations.

[CGD 82-004 and CGD 86-074, 62 FR 49340, Sept. 19, 1997, as amended by USCG-2006-24371, 74 FR 11266, Mar. 16, 2009]

§ 131.910 Notices to mariners and aids to navigation.

Each master and mate shall acquaint himself or herself with the latest information published by the Coast Guard and the National Imagery and Mapping

§ 131.915

Agency regarding aids to navigation in the area in which the vessel operates.

[CGD 82-004 and CGD 86-074, 62 FR 49340, Sept. 19, 1997, as amended by USCG-2001-10224, 66 FR 48620, Sept. 21, 2001]

§ 131.915 Persons allowed in pilothouse and on navigational bridge.

No person may be in the pilothouse while the vessel is under way, unless connected with the navigation of the vessel or authorized for good cause by the master or mate on watch.

§ 131.920 Level of manning.

Each vessel must carry the personnel required by the Certificate of Inspection, as determined by the cognizant OCMI, based on an evaluation under part 15 of this chapter.

§ 131.925 Compliance with provisions of Certificate of Inspection.

The master of the vessel shall ensure compliance with each provision of the Certificate of Inspection. Nothing in this subchapter prevents the master's diverting the vessel from the route prescribed in the Certificate, or taking other steps necessary and prudent to assist vessels in distress or to handle similar emergencies.

§ 131.930 Display of stability letter.

If the Coast Guard issues a stability letter under § 170.120 of this chapter, the letter must be readily available to the person on watch in the pilothouse of the vessel.

§ 131.935 Prevention of oil pollution.

Each vessel must be operated in compliance with—

- (a) Section 311 of the Federal Water Pollution Control Act, as amended (33 U.S.C. 1321); and
- (b) 33 CFR parts 151, 155, and 156.

§ 131.940 Marine sanitation device.

Each vessel with installed toilet facilities must have a marine sanitation device in compliance with 33 CFR part 159.

§ 131.945 Display of plans.

Each vessel must have a permanently exhibited, for the guidance of the master and crew members, general ar-

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rangement plans showing, for each deck, the various fire-retardant bulkheads together with particulars of the—

- (a) Fire-detection systems;
- (b) Manual-alarm systems;
- (c) Fire-extinguishing systems;
- (d) Fire doors;
- (e) Means of ingress to the different compartments; and
- (f) Ventilating-systems, including the—
 - (1) Positions of the dampers;
 - (2) Site of the remote means of stopping the fans; and
 - (3) Identification of the fans serving each section.

§ 131.950 Placard on lifesaving signals and helicopter recovery.

(a) Each vessel must have readily available to the person on watch in the pilothouse a placard (Form CG-811) containing instructions—

- (1) For the use of lifesaving signals set forth in Regulation 16, Chapter V, of SOLAS 74/83; and
 - (2) In helicopter recovery.
- (b) The signals must be employed by vessels or persons in distress when communicating with lifesaving stations and maritime rescue units.

§ 131.955 Display of merchant mariner credential.

Each officer on a vessel must conspicuously display his or her license or officer endorsements as required by 46 U.S.C. 7110.

[USCG-2006-24371, 74 FR 11266, Mar. 16, 2009]

§ 131.960 Use of auto-pilot.

When the automatic pilot is used in areas of high traffic density, conditions of restricted visibility, or any other hazardous navigational situations, the master shall ensure that—

- (a) It is possible to immediately establish manual control of the vessel's steering;
- (b) A competent person is ready at all times to take over steering control; and
- (c) The changeover from automatic to manual control of the vessel's steering and the reverse is made by, or under the supervision of, the master or officer of the watch.